



U.S. Department
of Transportation

**Federal Aviation
Administration**

MAR 20 2013

Great Lakes Region
2300 East Devon Avenue
Des Plaines, IL 60018

Ms. Jewel Klein
Chairman of the Board
Hollywood-North Park Community Association
P.O. Box 59285
Chicago, IL 60659

Dear Ms. Klein:

Thank you for your letter dated January 26, 2013, concerning future changes in air traffic procedures and runway utilization for O'Hare International Airport. Your letter identified a number of concerns regarding the runway usage and the potential for increased noise over your community.

The City of Chicago O'Hare Modernization Program (OMP) is a multi-year, multi-phase reconfiguration of the existing airfield to essentially an East/West orientation. This project is a comprehensive redesign of the runways, taxiways, and other associated infrastructure. Throughout the life of the project, the runway usage and air traffic patterns adjust to accommodate operations and construction. When new runways are constructed and available for aircraft, the air traffic patterns adjust accordingly. In October 2013, the OMP is slated to commission Runway 10C-28C.

In 2002, the Federal Aviation Administration (FAA) began evaluating all of the proposed development and reconfiguration in the OMP Environmental Impact Statement (EIS). The FAA conducted a series of public meetings and responded to public comments, before finalizing and publishing its conclusions in a Record of Decision (ROD) in September 2005. Noise exposure, runway configuration, airspace configuration, air quality and impacts on surrounding communities were addressed through the extensive public process.

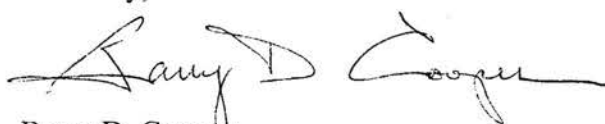
The airspace in and around the Chicago metropolitan area is complex, and runway utilization is based on many factors including wind and weather conditions, on-airfield work activities that may affect the availability of runways, and the interrelationship of O'Hare operations with operations at other nearby airports. In the OMP, the City of Chicago proposed a future runway configuration that would increase capacity and efficiency and improve safety. The existing and proposed runway operating configurations were designed to safely accommodate changing weather conditions while maintaining airport efficiency during construction and after completion.

While it is acknowledged that O'Hare operations generate noise impacts on nearby residential areas, which exist on all sides of the airport, those impacts were thoroughly analyzed in the EIS. The EIS identified and mandated specific actions to mitigate noise

impacts. The FAA works in cooperation with the airlines, the City of Chicago and the O'Hare Noise Compatibility Commission (ONCC) and supports their efforts with funding and technical guidance. Working with the City of Chicago and the ONCC, the FAA has provided approximately \$168 million for school sound insulation, and more than \$66 million for residential sound insulation to reduce the impacts of aircraft noise to communities adjacent to O'Hare. The FAA continues to participate with other Federal agencies, universities and industry groups in research to reduce noise impacts caused by airports.

The modernization of O'Hare International Airport is needed to meet Chicago's aviation demands of the future in a manner that provides improved safety and efficiency for the airport and public. Through its analysis of the OMP, the FAA took great care to examine health and safety concerns to ensure that all appropriate impact mitigation actions are taken. While we acknowledge that impacts such as noise cannot be completely eliminated, the FAA has taken significant steps to minimize those impacts, and we will continue to do so as technological advancements in the aviation industry provide those opportunities. Thank you for sharing your perspective with the FAA.

Sincerely,



Barry D. Cooper
Regional Administrator
Great Lakes Region

Enclosure
Additional Resources

cc:

Senator Dick Durbin
Senator Mark Kirk
Congressman Mike Quigley, 5th District
Congresswoman Jan Schakowsky, 9th District
Michael P. Huerta, FAA Administrator
State Representative John D'Amico, 15th District
Mayor Rahm Emanuel, City of Chicago
Alderman Margaret Laurino, 39th Ward
Alderman John Arena, 45th Ward
Alderman Mary O'Connor, 41st Ward
Alderman Michael Zalewski, 23rd Ward
Rosemarie S. Andolino, Commissioner, Chicago Department of Aviation
Jeanette Camacho, Executive Director ONCC
Andrew Ginocchio, 39th Ward Representative to ONCC

Additional Resources

The final EIS and ROD contains the analysis regarding noise, air quality, water quality, compatible land uses, social impacts and many other topics:

http://www.faa.gov/airports/airport_development/omp/eis/

The Great Lakes Region O'Hare Modernization Office maintains a comprehensive list of frequently asked questions and a compilation of previous letters a responses

http://www.faa.gov/airports/airport_development/omp/

The commissioning of new Runway 10C/28C in conjunction with airspace changes will alter how the airfield is used. The flow of aircraft in and out of O'Hare will change to a predominant East-West flow. Runway usage as it exists currently (prior to October 17, 2013, will change including: 1) Arrivals on runways 14L, 14R and 22R will occur less frequently; 2) Arrivals on Runway 9L will occur more frequently; 3) Runway 10L/28R will be used primarily as a departure runway when Runway 10C/28C is being used as an arrival runway; and 4) Runways 32L, 22L and 4L will still be used as primary departure runways. For the noise contour map as forecasted in the final EIS with today's runways in place, see Exhibit 5.1-4 at:

http://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Section%205.01.pdf

For the noise contour map as forecasted in the Final EIS with the addition of new Runway 10C/28C, see Exhibit 5.1.7 at:

http://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Section%205.01.pdf

For the noise contour map as forecasted in the Final EIS with the build-out airport, see Exhibit 5.1.10 at:

http://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Section%205.01.pdf

Property owners can view their location on the OMP 65 DNL Build Out contour (The Build Out noise contour presented in the EIS is based upon modeling for the future condition when the OMP is completed)

<https://gisapps.cityofchicago.org/aviation/>

The City of Chicago operates an Airport Noise Management System for O'Hare and produces monthly reports: http://www.oharenoise.org/noise_reports.htm

The EIS completed in 2005 analyzed air quality impacts of the OMP. The EIS determined that the OMP meets applicable state and federal law regarding emissions and air pollution. The project was determined to be in compliance with Illinois' State Implementation Plan (SIP) and the federal Clean Air Act. The FAA's analysis of air quality impacts is presented in Section 5.6 of the EIS which is located at:

http://www.faa.gov/airports/airport_development/omp/eis/feis/Media/Section%205.01.pdf